

TOPIC IS ROADS

(Continued from Page 1.)

assured that the seed of knowledge which they sow shall fall on fallow ground, so that it may bear fruit abundantly, with your approval, therefore, I have given them, in your name, this welcome."

The felicitations were continued by President C. W. Allen of the Board of Trade and by R. J. Holmes, president of the Manufacturers' Association of the Pacific Northwest.

President Moore then addressed the convention as its official head. Mr. Moore's remarks were brief and to the point and contained much of interest. He reviewed the work of the association during the time of his official connection with it and dwelt upon the amount of work accomplished. He pictured the crusade of the Good Roads train on its pilgrimage across the continent, and told of the good work that had been done in that way.

The speaker emphasized the necessity of carrying on the work and expressed the hope that Congressional aid of the kind that will yield certain results will be forthcoming. He advocated support of the Brownlow-Latimer bill now before the National House of Representatives, which will provide a fund of \$24,000,000 for the development of good roads. He declared that the Good Roads movement is one destined to sweep the land as its importance becomes more generally realized, and predicted that nothing can rise to curb its ultimate triumph and an industrial necessity.

Mr. Moore was followed by A. S. Mann, of Florida, vice-president of the association, who expressed optimistic sentiment relative to the success of the great National movement. Like the preceding speaker Mr. Mann dwelt upon the necessity of good roads as an adjunct to the development of the resources of the nation.

Following Mr. Mann's speech, Colonel R. W. Richardson, Secretary of the Association, submitted his annual report, and President Moore appointed the Credentials Committee. Secretary Richardson's report follows:

Secretary R. W. Richardson's report was then read, following a brief history of the motives that led to the association's organization and of the work accomplished at previous conventions the report said:

During the past year the association

proper has constructed no object-lesson roads. It inaugurated a special-car campaign over the Frisco system, M. K. & T., Burlington, Northern Pacific, Northwestern, Union Pacific, Oregon Short Line, and the Oregon Railway & Navigation Company's system. These were all under the personal direction and supervision of President W. H. Moore.

Some 46 Good Roads Associations have been formed during the year. Conventions have been held in Missouri, Kansas, Iowa, Nebraska, Utah, Idaho, Washington and Oregon. In connection with this work, it is important to know something of the effect of these campaigns. Reports gathered through the association office and by the industrial departments of the several railroads show a great impetus given to public roadbuilding in the portions of the country where these campaigns have been carried on. It is shown that some \$34,000,000 has been raised by bond issues and direct taxation in the states and counties traversed by the Illinois Central and the Southern Railway systems, and is being expended in permanent road construction in the states and counties traversed by these two great railways.

Following the work of this association, many of the counties and districts of the other states in which these campaigns have been conducted have entered actively upon permanent road construction. It has been impossible with the means at hand, and data, to get the amount of mileage of new roads, or of the amount of moneys raised and being expended. It can be safely stated, however, that never before since the days of National roads and turnpikes has there been so much active roadbuilding accomplished in the United States as in the past few years. Much practical and scientific knowledge of the modern art of road making and of the use of proper material and machinery has been presented through these meetings, and with the aid of throughout the country for this necessary public improvement.

This association has maintained as one of its leading policies the establishment in the minds of the people that a permanent system of public roads is primarily the most necessary of all other internal public improvements; that road affairs should not be left exclusively to the rural districts, and the burden of their cost and maintenance imposed upon them. The public roads are integral parts of the transportation systems of the country,

therefore are intimately related to our commercial, industrial agricultural and social development and progress. Recognizing this, we have appealed for state departments for roads, under competent direction and supervision; also for the principle of state aid under which the state, by general appropriation, pays a portion of the cost of building the principal highways, thus lightening the burden upon the few distributing the cost, and placing public road affairs under intelligent supervision. Much attention has been given to this phase of the subject, and several of the states, within this year, have provided Highway Commissions, and made liberal appropriations for the support of their work. Notable among these states are Maine, New Hampshire, Illinois, Iowa, and Washington. Many of the other states have taken advanced steps in the line of modern legislation, looking to the use of convict and county prison labor in roadbuilding and in the preparation of road material for distribution to the several counties and districts. Many have also enacted that road taxes, or at least a portion, shall be equally levied on all property, and further, that the labor system be abandoned, and all such taxes be collected in cash, and expended under expert engineering direction, character and devoted to the special direct means of revenue, and pays no dividends, has depended on voluntary means to provide for carrying on the work.

There is a healthy, substantial and widespread sentiment in favor of a permanent system of public roads in this country, including state and country roads connecting the cities and towns and rural districts.

The association has stood for the principle of National aid for the building of permanent postal and inter-state roads and National trunk line highways. There is a growing and favorable sentiment for this principle. There are now pending in the Congress of the United States measures providing for substantial aid to the states in the establishment of a uniform system of permanent surfaced public roads, commensurate with the needs and demands of this great country.

While the association has favored these general measures, it has by no means neglected to emphasize the duty of the counties and local districts to systematize their method of managing road affairs by apportioning their taxes upon all property to secure the means in cash, apply modern methods and appliances in construction, in order that the best results may be obtained by aligning, grading, crowning and draining of the earth roads, and to begin a system of permanent roads by surfacing as many miles as possible each year, that this system may be extended throughout their counties and districts.

It has been my pleasant and personal duty to have had in charge all the details in the promotion of this, the fifth annual National good roads convention. I wish to especially thank the president and management of the Lewis and Clark Centennial Exposition, the officials and members of the Portland Commercial Club, the Portland Chamber of Commerce, the Portland Board of Trade, the Manufacturers' Association, the County Judge, the road officials of Multnomah County, the Governor of the State, the Mayor of Portland, the officers of the State Good Roads Association, the Oregon Development League; and lastly and most heartily that human dynamo of energy and ability, Tom Richardson, manager of the Commercial Club, with whom I have been most closely associated in this work, for the loyal support and co-operation, and the many favors and honors extended to me by all.

During the past three years I have held the position of special agent in the office of Public Road Inquiries in the Department of Agriculture of the Government, tendered by the Hon. Martin Dodge, director. In the performance of the duties of that office I have arranged for and directed the construction of some 15 or more object lesson roads, and have the very pleasing satisfaction of knowing from direct reports that each and every one of them have proved most satisfactory, and have been the initiative for extending permanent road improvements in the several localities where located. Under former regulations in the Government Road Division, there were four special agents provided for different sections of the country. Mr. James W. Abbott represented the Rocky Mountain and Pacific Coast division. It has been my good fortune to be associated with him in much of the good work in the Pacific Northwest. I regret to say that with the beginning of the new fiscal year, July 1, under new rules adopted by the last Congress for the direction of the Government Road Division, the Hon. Martin Dodge and the four special agents, will be retired and the work placed under department heads. I wish to take advantage of

P. A. STOKES,

Keeps a Dressy Shop for Dressy Men.



The hen is shrewd. She has just completed an egg and she is cackling like blue blazes. She cackles to let all creation know that she is in business. Just now we are cackling about the good clothing we can give you for the medium price of

\$17.50 A SUIT.

STOKES Mendressers.

TWO PIECE SUITS

We are showing the kind that has the touch of distinction about them that make the wearer feel well dressed. See what we can do for

\$10.00

The Touch That Tells

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If not get an introduction. We sell everything in the way of stylish clothing and we can please the taste of the most fastidious dresser. The price we charge for suits, and the good quality we sell, is an education in economy.

\$10.00 TO \$30.00

STOKES Mendressers.

on this occasion to express my thanks to Director Dodge, Mr. Abbott, Mr. Eldridge, Mr. Page, and others with whom I have been associated in the Government part of the road work, for their confidence, favors and never-failing friendship they have always shown to me.

With the close of this convention our future duties may drift us far apart into other channels. I want to assure them, together with all connected with that division and the association, that

on the tablets of my heart, inscribed in letters of love will always be preserved the sacred and always pleasant memories of our association.

It is my determination, after mature consideration, not to stand for reelection as secretary of the association. I do this in good will and with the best wishes for the continued success of the work. In retiring I wish to express my sincere thanks for all the substantial support, encouragement, kindness and courtesies that I have received during the time devoted to this cause. I know what my friends are legion throughout the United States, and I wish to live in grateful remembrance of each and every one of them. I desire to express my gratitude to the officers, members and associates in the association, and of the Government division, for the many pleasant days and achievements we have shared during the past five years in this great work; and with whatever failures may be attributed to me, I leave you, at the close of this term, conscious that I have always given the cause my best endeavor for its success.

Senator Martin Dodge took for his theme "Government Co-operation," and described the work accomplished, not only by the United States government in its road building, but by communities and by communities. The future of the country, he averred depended upon good roads very materially, giving as an antithesis, the retrograde progress made in countries, where the necessity of well-maintained public highways was not intelligently appreciated. The end the association hopes to attain, he thought, would come as a result of government co-operation.

TENOR SOLOIST IN CITY.

W. S. Paige, Well-Known "Knight of the Grip" Arrives.

W. S. Paige, the gentlemanly representative of Wadhams & Co., Portland, but better known by his brother, "Knights of the Grip," as the "sweet tenor soloist," of the road, arrived in the city on last night's train, to enter a "battle royal" with his competitors, in the grocery line, among the river communities.

SISTERS CALL FOR BIDS.

On Plumbing and Gas Fitting for New Hospital Building. The Sisters, in charge of St. Mary's hospital, have called for bids on the plumbing and gas fittings in the new structure, now in the course of erection. Plans and specifications may be seen at office of the architect at St. Mary's hospital. The bids will be opened on July 8th.

MEN AND WOMEN. Use Big 42 for unnatural discharges, inflammations, irritations or ulcerations of mucous membranes. Painless, and not astringent or poisonous. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for \$1.00, or 3 bottles \$2.75. Circular sent on request.

NEWPORT IS IN TOW OF STEAMER PASADENA

Putting Back to San Francisco For Repairs.

Steamer South Bay, Captain Anderson, arrived in at 11 o'clock last night and reported passing the steam schooner Newport, off Cape Mendocino, Cal., in tow of the steamer Pasadena, bound south. The Newport was due to arrive here some time ago, but met with such accident, eight days were required in which to make the eighteen-hour run to Eureka and necessitated the Newport's return to San Francisco where she will be repaired.

THE ILLINOIS CENTRAL.

Maintains unexcelled service from the west to the east and south. Making close connections with trains of all transcontinental lines, passengers are given their choice of routes to Chicago, Louisville, Memphis and New Orleans, and through these points to the far east.

Prospective travelers desiring information as to the lowest rates and best routes are invited to correspond with the following representatives: B. H. TRUMBULL, Commercial Agent, 142 Third St., Portland, Ore. J. C. LINDSEY, Trav. Passeng'r Agent, 142 Third St., Portland, Ore. PAUL B. THOMPSON, Pass'gr. Agent, Coleman Building, Seattle, Wash.

Huge Task

It was a huge task to undertake the cure of such a bad case of kidney disease as that of C. F. Collier, of Cherokee, Ia., but Electric Bitters did it. He writes: "My kidneys were so far gone I could not sit on a chair without a cushion; and suffered from dreadful backache, headache and depression. In Electric Bitters, however, I found a cure and by them was restored to perfect health. I recommend the great tonic medicine to all with weak kidneys, liver or stomach. Guaranteed by C. Rogers, druggist. Price, 50 cents.

Hollister's Rocky Mountain Tea is positive, never nauseates or upsets the stomach. Cleanses and purifies the entire system. A great blessing to suffering humanity. 35 cents. Tea or Tablets. Frank Hart, druggist.

Advertisement for Dever's Golden West Spices, Coffee, Tea, Baking Powder, Flavoring Extracts. Absolute Purity, Finest Flavor, Greatest Strength, Reasonable Prices. CLOSET & DEVERS PORTLAND, OREGON.

BY SPECIAL REQUEST

From out of town patrons who were not able to get here in time for our

Matchless Undermuslin Sale

We will continue our sale ONE DAY LONGER.

Today Your Last Opportunity.

The same prices will prevail that have prevailed Tuesday and Wednesday. If you have not attended come today and get acquainted: It is positively your last opportunity to procure such bargains.

THE FOARD & STOKES CO.

Astoria's Greatest Store.



FOURTH of JULY

is a season of happy moments for young and old. Join the throng with your children, after buying some of the

Seasonable Garments

which we announce for this week.

FOR LADIES

We offer some splendid values in SHIRT WAISTS. Fronts trimmed with embroidery. Prices range from 90c to \$3.00.

Special Offering OF JAPANESE SILK SHIRT WAISTS

in black and white. They are regular \$2.00 value. For this week, Special at \$1.75.

WHITE PIQUE SKIRTS \$1.75 to \$3.50.

WASH SUITS in Lawns, Madras and Linens, 95c to \$4.00.

OUR MILLINERY DEPARTMENT contains some excellent bargains. Styles are up-to-date. White Trimmed Hats, White Duck Hats, White All Over Embroidery Hats.

For the Boys

BOYS' SUITS \$1.25 to \$4.00. BOYS' CAPS of every kind. BOYS' SHOES, the best in quality at the lowest prices.

You may well be proud of the Fourth of July, if you fitted yourself out at our store for the occasion.

